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Report#

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¸úÿÿ,###ÿÿ#####ÿ#ÿÿd#####d#####Examined Current Problems#

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ÿÿ#####ÿÿd#####»###ISEA and Fleet problems
include:Provisioning anomalies experienced in the AN/SQS-53BASI data flow to the
shipsResults of SNAP processing data receivedUSS RADFORD msg. 291947Z DEC 1997#

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###ÿÿ#####ÿ#ÿÿd#####d#####A### ISEA input changes to 53B and by the time they were reflected in the APL, the entire APL had incorrect changes. It appears this was introduced by human error. ISEA inputs changes into the provisioning process and they never make it to the ship, or they are so untimely that ships database is inaccurate when assist teams visit ships. CSSR/TARGET SNAP processing# CO USS Radford doesn't feel he can manage the MAMS on his ship. Radford message addresses in some form all of the above problems we have experienced while researching systemic problems associated with MAMS. #

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¸úÿÿ,###ÿÿ#####ÿ#ÿd#####d#####Provisioning Problem

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ÿÿ#####ÿÿd#####d#####Manifested by: Allowance
quantities changedAdditional pages of erroneous data added to an APLNo automated
feedback from NAVICP to ISEA on changes Lack of standardized business rules
Researching lack of feedback into provisioning system for CK/CJ requisitioning
status

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#####ÿ#ÿÿd#####ú### Saw allowances change unnecessarily For
unknown reason ISEA was checking APL and found that it had grown from
approximately 90 pages to 190 pages. Human error was traced to this problem. It
is felt by member of the IPT that an automated feedback system would have
eliminated or will reduce the probability of this having. Standardized business
rules don't exist that could reduce human error, both from the ISEA and within
the configuration and provisioning process.

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¸úÿÿ,###ÿÿ#####ÿ#ÿÿd#####d#####ASI Data Flow Problems

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ÿÿ#####ÿÿd#####°###Previous trigger problems
between CDMD-0A and NAVICPE-52 extract programNot maintaining parent child
relationship during extract adds erroneous partsLack of optimization in
allowances

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úÿÿ,###ÿÿ#####ÿÿd#####!###Resulting SNAP Data Base
Problemsi

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    ÿÿ####ÿÿ#####ÿÿÿÿd#####d#####3###Always chooses larger of the
current or new allowance if allowance adjustment code not includedOften results
in allowances too large or too smallConfiguration add/delete timing may cause
removal of required partsSNAP/CDMD-OA/WSF/ISEA databases are not in sync and no
provisions to reconcile all databases[
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###yy#####y#y#d#####d#####[### Allowance adjustment code of S & R
. S code always chooses the larger of the two quantities 89 system . Equipment
APLs may only replace one or two parts . But because of the process leave the
possibility of making all current parts on APL appear as excess AT-6 #example:
ILO receives the delete APL and the add has not arrived . Parts could be off
loaded before the new APL arrives via ASI. Outside of availability equipment
removal and equipment adds with only minor changes to the parts support . If
add APL is delayed . Allowances can be lost and material would be erroneously
offloaded. Make conducting research almost impossible . Configuration changes
made by the ship are not always received by CDMD-OA . CDMD-OA doesn't always
update level A Causes problems for ISEA/CSRR TEAMS/TYCOM ANALYST/ but most of
all the shipboard sailor.#

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¸úÿÿ,###ÿÿ#####ÿ#ÿd#####d#####Problem Resolution

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ÿÿ#####ÿÿd#####ProvisioningAutomated closed
loop feedback process is required as a QA step.Standardize/Automate APL update
process to reduce possibility of human error.ISEA - Online access to:Maples -
Level CProvide feedback to provisioning agent for all CK/CJ requisitioning
status.

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Business rules need to be standardized and limited human intervention – once a change is made it should be automatically reported back to the cognizant ISEA and they should check to ensure proper update has occurred. The ISEA has a vested interest and will want to make sure that the requested update has occurred. Communication via MAPLES and LEVEL C would enable the ISEA improve their ability to monitor transactions submitted.## NAVICP should provide feedback to the provisioning agent – don't send CK/CJ status to the ship – this causes problems shipboard level by – causes a cyclical reaction at the shipboard level – they many times don't know who to contact –.

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of alteration configuration to CDMD-0AShould reduce data flow timeSimplify
reporting processFix triggers between CDMD-0A and NAVICP#

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úÿÿ,###ÿÿ#####ÿ#ÿd#####d#####Problem Resolution (cont.)

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ÿÿ#####ÿÿd#####á##Optimize allowancesMAMS COSAL
refreshUseful when manpower for research is availableRevise E-52 process
Identifies true funding shortagesDetermine cause and fix churnEnsure add/delete
of configuration is resolved (timing)s

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capability storekeepers are not trained or do they have the time and tools available to execute this initiative. If we fix the system then conducting an MCR becomes a mute point. # Allows you to identify the cause of churn Technical authority said parts are necessary and we are currently making the system hide the proper allowances Adds must always proceed deletes and business rules should be developed to ensure and track this process automate the QA process.

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through entire processDetermine pros and cons of direct ISEA change submission
Revised ASI check list if requiredContinue to search for viable ways to optimize
allowances

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extract2. Develop an ISEA standardized closed loop system to update APLs3.
Develop a synchronization process between#CDMD-0A/WSF/Ship/ISEA4.
Develop a positive method to ensure bald APLs are refreshed when
provisioning has been completed5. ISEA hold delete configuration transaction a
minimum of 2 NAVICP cycles to prevent deletion of allowance when an add/delete
transaction is used for an APL supersession#

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